

for use in the administration of State plans for child and spousal support; to the Committee on Finance.

### EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC-1472. A communication from the Under Secretary of Defense, transmitting, pursuant to law, the report of a violation of the Antideficiency Act, case number 94-16; to the Committee on Appropriations.

EC-1473. A communication from the Deputy Assistant Secretary (Communication, Computers, and Support Systems), the Department of the Air Force, transmitting, notification of a cost comparison; to the Committee on Armed Services.

### REPORTS OF COMMITTEES

The following report of committee was submitted on September 27, 1995:

By Mr. HATCH, from the Committee on the Judiciary, without amendment:

S.J. Res. 31: A joint resolution proposing an amendment to the Constitution of the United States to grant Congress and the States the power to prohibit the physical desecration of the flag of the United States (Rept. No. 104-148).

The following report of committee was submitted on September 28, 1995:

By Mr. HATFIELD, from the Committee on Appropriations:

Special Report entitled "Revised Allocation to Subcommittees of Budget Totals from the Concurrent Resolution for Fiscal Year 1996" (Rept. No. 104-149).

### INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. MACK:

S. 1280. A bill to amend the Internal Revenue Code of 1986 to provide all taxpayers with a 50-percent deduction for capital gains, to index the basis of certain assets, and to allow the capital loss deduction for losses on the sale or exchange of an individual's principal residence; to the Committee on Finance.

By Mr. KERRY (for himself and Mr. KENNEDY):

S. 1281. A bill to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel *Sarah-Christen*; to the Committee on Commerce, Science, and Transportation.

S. 1282. A bill to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel *Triad*; to the Committee on Commerce, Science, and Transportation.

By Mr. McCONNELL:

S. 1283. A bill to authorize the Secretary of Agriculture to regulate the commercial transportation of horses for slaughter, and for other purposes; to the Committee on Agriculture, Nutrition, and Forestry.

By Mr. HATCH (for himself and Mr. LEAHY):

S. 1284. A bill to amend title 17 to adapt the copyright law to the digital, networked environment of the National Information Infrastructure, and for other purposes; to the Committee on the Judiciary.

### SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. WARNER (for himself and Mr. FORD):

S. Res. 176. A resolution relating to expenditures for official office expenses; considered and agreed to.

### STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. KERRY (for himself and Mr. KENNEDY):

S. 1281. A bill to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in coastwise trade for the vessel *Sarah-Christen*; to the Committee on Commerce, Science, and Transportation.

#### JONES ACT WAIVER LEGISLATION

• Mr. KERRY. Mr. President, I am pleased to join my colleague, the distinguished senior Senator from Massachusetts, in introducing a bill to allow the vessel *Sarah-Christen* to be employed in coastwise trade of the United States. This boat has a small passenger capacity, carrying up to 12 passengers in a charter business. The purpose of this bill is to waive those sections of the Jones Act which prohibit foreign-made vessels from operating in coastwise trade. The waiver is necessary because, under the law, a vessel is not considered built in the United States unless all major components of its hull and superstructures are fabricated in the United States, and the vessel is assembled entirely in the United States. This vessel was originally built in a foreign shipyard in 1971, but since then has been owned and operated by American citizens, repaired in American shipyards, and maintained with American products. The owner of the vessel simply wishes to start a small business, a charter boat operation, seasonally taking people out for cruises.

After reviewing the facts in the case of the *Sarah-Christen*, I find that this waiver does not compromise our national readiness in times of national emergency, which is the fundamental purpose of the Jones Act requirement. While I generally support the provisions of the Jones Act, I believe the specific facts in this case warrant a waiver to permit the *Sarah-Christen* to engage in coastwise trade. These include the facts the vessel is more than 20 years old, the owner has invested significant funds in vessel maintenance and restoration in the United States, and the vessel has a relatively small passenger-carrying capacity. I hope and trust the Senate will agree and will speedily approve the bill being introduced today. •

By Mr. KERRY (for himself and Mr. KENNEDY):

S. 1282. A bill to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in coastwise trade for the vessel *Triad*; to the Committee on Commerce, Science, and Transportation.

#### JONES ACT WAIVER LEGISLATION

• Mr. KERRY. Mr. President, I am pleased to join my colleague, the distinguished senior Senator from Massachusetts, in introducing a bill to allow the vessel *Triad* to be employed in coastwise trade of the United States. This boat has a small passenger capacity, carrying up to 6 passengers in a charter business. The purpose of this bill is to waive those sections of the Jones Act which prohibit foreign-made vessels from operating in coastwise trade. The waiver is necessary because, under the law, a vessel is not considered built in the United States unless all major components of its hull and superstructure are fabricated in the United States, and the vessel is assembled entirely in the United States. This vessel was originally built in a foreign shipyard in 1982, but since 1992 it has been owned and operated by American citizens, repaired in American shipyards, and maintained with American products. The owner of the vessel now wishes to start a small business, a charter boat operation, seasonally taking people out for cruises.

After reviewing the facts in the case of the *Triad* I find that this waiver would not compromise our national readiness in times of national emergency, which is the fundamental purpose of the Jones Act requirement. While I generally support the provisions of the Jones Act, I believe the specific facts in this case warrant a waiver to permit the *Triad* to engage in coastwise trade. These include the facts the vessel is more than 10 years old, the owner has invested significant funds in vessel maintenance and restoration in the United States and the vessel has a relatively small passenger-carrying capacity. I hope and trust the Senate will agree and will speedily approve the bill being introduced today. •

By Mr. McCONNELL:

S. 1283. A bill to authorize the Secretary of Agriculture to regulate the commercial transportation of horses, and for other purposes; to the Committee on Agriculture, Nutrition, and Forestry.

#### THE HUMANE METHODS OF LIVESTOCK SLAUGHTER ACT AMENDMENTS ACT OF 1995

• Mr. McCONNELL. Mr. President, last year I introduced legislation amending the Federal Humane Methods of Livestock Slaughter Act to regulate the commercial transportation of horses to slaughter facilities. After considerable discussion and much mail on this important issue, I have made several modifications to the original bill. Today, I am introducing legislation that will provide greater oversight and